

# GIVES BONDS FOR HIS YACHT.

William C. Whitney Guarantees That She Will Not Remain on This Side.

Brought Here from England to Take Part in the Coming Races Off Newport.

MORE FORTUNATE THAN SPRUCE IV.

The English Half-Rater Had to Pay Port Fees Last Year, but the Rose Mary Is Admitted Free.

William C. Whitney and Gerald Paget, the owner of the English schooner yacht Rose Mary, accompanied by Broker John D. Goodwin called at the Custom House yesterday afternoon to see if the boat could not be allowed a free entry. Mr. Paget's sole purpose in bringing the yacht to this country is to enter her in the races at Newport.

He is a brother of Almerio Paget, who married Mr. Whitney's daughter last year. He acted as best man at his brother's wedding, and made the acquaintance of a number of yachting men. They got to talking about this year's races at Newport and of their intention of having Herreshoff build them new boats for that event.

Mr. Paget said good naturedly that he could bring over an English yacht that did beat them all. Since his arrival here, however, he has changed his mind, admits that Herreshoff is a wonder, and says he has no hope of carrying off any prizes. But like a true sportsman he will do the best he can, and if defeated will accept the result in the proper spirit. Mr. Paget has been in this country some time, but the Rose Mary arrived only a few days ago from London. She was carried across the water on the deck of the steamship L. A. which now lies at the foot of the street, Brooklyn. Rose Mary is 37 feet on water line and forty-three feet all.

Mrs. Whitney and Paget discussed the fully yesterday with Collector Kilb. The ex-Secretary maintained that the yacht is entitled to free entry, and on the advice of Colonel Phelps of the Law Department of the Custom House, she was finally admitted on condition that a bond for \$1,000 be executed by Mr. Paget to take her back to England within six months. Mr. Whitney went Mr. Paget's security. This action of the Collector met with the approval of the Treasury Department, although it reverses the action of the officials at Washington last year when they exacted duties from the English half-rater Spruce IV, which came to this country to take part in the International races that were sailed for boats of this class in Long Island Sound.

Orders were issued to the Surveyor to allow the Rose Mary to be taken off the Ontario, and the work of removal was completed last evening.

# THE DOLL OF THE GURLY-HEADED GIRL WITH A DOLLAR.

"It's ten cents to shoot the shoots one, alnt it?" This query shot from the mouth of the smallest girl that ever came into the Junior Republic Bureau.

She popped in the door and, without premise or introduction, propounded the query.

"I think so," said the woman at the desk.

"Ten cents—no hundred," mused the little one, "but then I couldn't have no badge, could I?"

"Badge—shoot the chutes," repeated the woman at the desk, puzzledly.

"What?"

"Well, you see, I got a dollar, and I'm going to give it to the Junior Republic. I saved it up to get a Boys and Girls of '96 pin, and then I read about that it was just the same if I spent it at the Junior Republic on Junior Republic Day. They'd get it just the same, wouldn't they?"

"Yes."

"It's hard to decide, alnt it?" sighed the tiny one. "Which'd I do?"

"Both schemes have advantages," was the diplomatic answer.

"Well, you'd better take the dollar and give me the—no, I'll wait and see."

"She passed out, but an instant later her curly head popped around the door again."

"Say, could you git 'leven rides for a dollar?"

Another show has been added to those that will swell the receipts of Junior Republic Day at Coney Island, Wednesday, August 12. This time it is the London Zoo, a collection of animals that do all kinds of funny and marvelous things.

This makes the fifth show that Mr. Frank Postock has placed at the disposal of the Journal on the big day. In addition to giving the receipts of his enterprises, Mr. Postock is one of the committee of Coney Islanders, and is working like a pile-driver to make August 12 a banner day for the fund. His latest contribution, the London Zoo, is the one from which the lion escaped Tuesday night while en route from Coney to Coney, terrorizing half the residents of Flatbush avenue, Brooklyn, before he was recaptured.

The first twelve on the ticket, which takes you to Coney Island and back and into twelve shows for 50 cents, is that of Captain Paul Boyton's "Shoot the Chutes."

As you enter the gate and pass the turnstile you see a miniature lake. At one end is a sort of toboggan slide, with water rippling down in little wavelets to the lake at the bottom. You climb into the elevator at the bottom of the toboggan, and from the height of 90 feet (which seems 250) look down at a boat that is slowly being drawn up toward you. With a shiver, half of fear and half of delightful anticipation, you climb in and grab the rail with one hand and neighbor with the other. The man gives the lever a twist and the boat starts downward. Slowly at first, then gathering speed, you rush down the incline, and as you catch your breath and try to yell, strike the water with a tremendous bump; the front of the boat shoots up into the air, and in a succession of leaps crosses to the other side of the lake, where you detach your death-like clutch from your neighbor's person, put your hat on straight, find you're still dry and whole and go back to try it over again.

That is "Shooting the Chutes," and if you have never tried it you are beholden the times and should lose no time buying a Junior Republic ticket for the 12th.

The attractions that are on the ticket are by no means all that will contribute to the fund. There are a dozen more of equal merit, and, in fact, you will find cards on almost every show on the island announcing the attraction is a contribution to the Junior Republic Day.

One of the first of the Coney Islanders to come to the assistance of the Junior Republic was the Egyptian Exhibition Company, or "Streets of Cairo," a Surf Avenue. The entrance is arranged in true Oriental fashion, and the Nubians, in their white robes, mounted upon camels and beating tom-toms, lend an Oriental coloring to the busy scene.

Once inside, a wedding procession is the first thing that greets the eye, while sword-fighters, priests, whirling dervishes and acrobatic Arabs are performing within a circle of interested spectators.

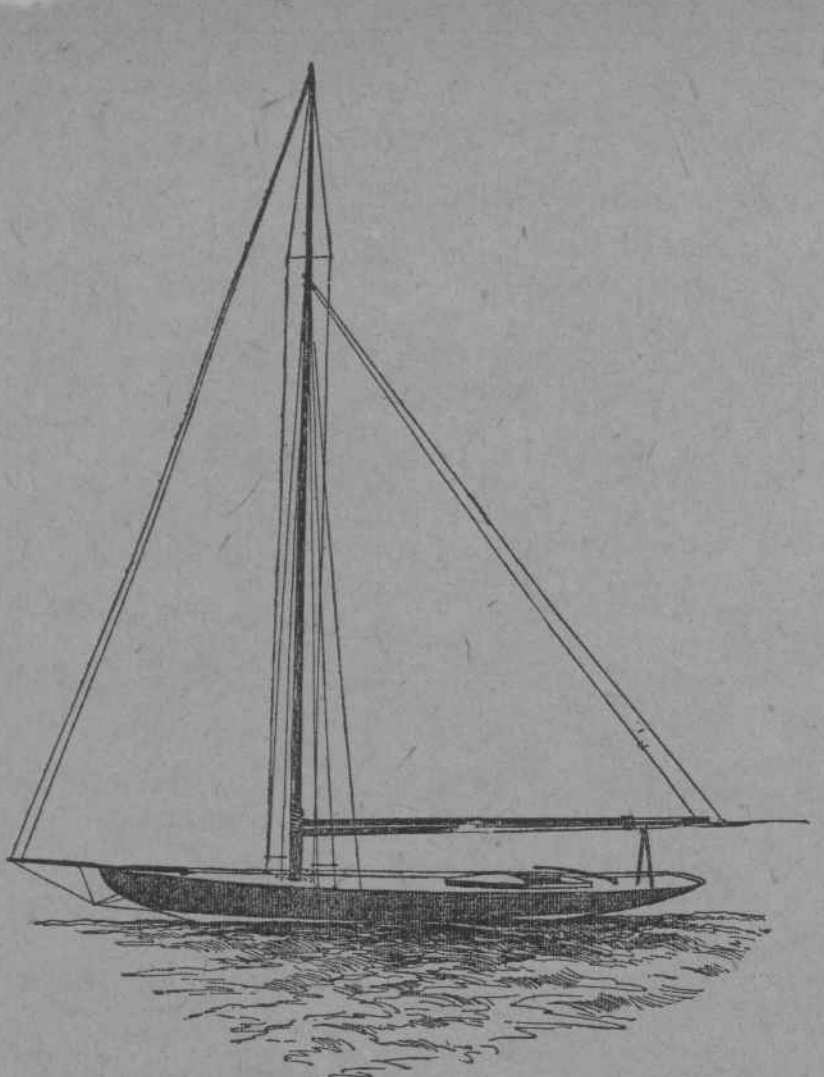
Then there is the theatre, where the dancing girls present the dance of the far East, and a Turkish sultan, gliding in a forty-six inch waist and he name of Grover Cleveland, struggles with the intricacies of the English language in the effort to vocalize "Ta-lia Boom-de-Ay," and Adeline Theatre, where young woman puts three lions through their paces, and dancing "La Polonois" in air midst; the stubborn donkeys and the camels, with their awe-inspiring ride, and snake-like necks.

All these are on the list for Junior Republic Day, and the manager, Mr. Victor Rodetti, promises to give the rest of the showmen a race for first position on the list when the cash is counted and the receipts turned in.

All the showmen know "Jim" Lederer, of the Casino, and many of the patrons of that popular house remember the "Cabaret du Neant," or "Inn of Death," that was formerly a part of the Casino. Mr. Lederer is now installed in the "Old Iron Pier" at Coney Island, and for the small sum of 10 cents you can experience the sensation of seeing your friend turn to a skeleton and then fade away before your eyes.

This and many other attractions are doing all they can for the fund, and it now rests with the public to help dispose of the tickets. They are only 50 cents, and entitle you to transportation to and from Coney Island and admission to twelve good shows, something that has never been done before in the history of the island.

Tickets may be secured at the business office of the Journal, at the uptown office, No. 1122 Broadway, and at many places of business on Broadway, Third, or Eighth avenue.



## Mr. Gerald Paget's English Yacht Rose Mary.

She has been brought here to participate in the coming races off Newport, and yesterday was admitted free by the Collector of the Port on ex-Secretary William C. Whitney giving bond that she would return to England within six months. Mr. Paget is a brother of Almerio Paget, who married Mr. Whitney's daughter, last year. The illustration shows the yacht as she looked after being taken from the steamer Ontario, which brought her over the ocean.

## MRS. MORGAN LAID AT REST.

Many Notable Persons Attended the Funeral Services at Hartford.

Hartford, Conn., Aug. 6.—A notably impressive funeral ceremony was held at Christ Church this afternoon when the last rites of the Episcopal Church were performed over the remains of Mrs. George H. Morgan, who died at Newburgh, Germany, July 5. She was the sister of J. Pierpont Morgan, of New York, who, with Chauncey M. Depew, and many other notable people, attended the funeral. Many came from Lenox and New York in special trains, and there were two car loads of beautiful flowers.

The honorary bearers were Chauncey M. Depew, George A. Crocker, Colonel John S. Barnes, Whitely Field, J. J. Goodwin, Charles Lanier, of New York, and J. C. Rogers and Francis Peabody, of Boston.

## FALLING LAMPPOST PUT LIVES IN PERIL.

Joseph Black, a War Veteran, Was Pinned Under the Iron Mass and Injured.

Three Other Pedestrians Had Narrow Escapes from Being Badly Hurt

EXPRESS WAGON DRIVER BLAMED.

He Backed His Truck Against the Post and It Fell, Carrying Down a Heavy Sign.

A falling lamp-post in front of George Slosson's billiard parlors and cafe, at No. 948 Broadway, struck an old soldier yesterday and severely injured him. By good luck it missed others in its fall. The lamp-post supported a sign and was bolted to a slab of stone which rested on the pavement. Next door to the entrance to the billiard parlors is an office of the Long Island Express Company. The drivers frequently, in discharging a load, have backed their heavy wagons with a jolt against the lamp-post.

The section of Broadway in front of the Barthold Hotel was crowded with pedestrians at 9:45 o'clock yesterday morning. Jessie and Frances Arthur, two pretty little girls, aged nine and eleven, who live in Knoxville, Tenn., were with their old negro "mammy" walking along the street on their way to Madison square. Directly behind them came Joseph Black, of No. 54 Third avenue. Mr. Black is nearly seventy years old, an ex-soldier, decrepit and almost deaf.

The two pretty little Southern girls and the old Northern soldier were just passing the lamp-post sign when one of the Long Island Express Company's drivers backed his wagon up against the curb. The wheel struck the post and the heavy iron structure tottered and fell across the sidewalk. The little girls and their nurse escaped by a hair's breadth, but Black did not jump quickly enough. The lamp-post struck him on the top of the head, and he fell senseless, with one leg crushed under the big sign.

Mr. Black was unconscious for a few minutes, and when he recovered declined to go to a hospital, and was taken home after two big gashes in his head had been dressed. Then it was found that besides the scalp wounds and contusions, a gash four inches long had been cut in the old man's left leg and one knee was severely injured. Mr. Black threatens to bring suit for damages against the Long Island Express Company. The injured man has for several years been entirely dependent upon the pension of \$12 a month which he receives from the Government.

## COTTON EXCHANGE FAILURES.

Recent Advance in Prices Caught Post and Michelbacher Short.

Two failures occurred on the Cotton Exchange yesterday. The first to be announced was that of Stephen R. Post, who notified Superintendent Powers early in the day of his inability to meet his contracts. Later in the morning S. Michelbacher also announced his suspension. Mr. Post is also a member of the Produce Exchange, but as he has no outstanding contracts there, his failure on the Cotton Exchange has not affected him in the Produce Exchange. Both failures are said to be due to being short of the market in the face of the recent marked advance in prices.

## Business Troubles.

Thomas Bonner and Frederick Van Court, composing the firm of Bonner & Van Court, steam heating contractors, at Nos. 433 to 439 West Forty-second street, made an assignment yesterday to Michael Back, Nolan, of No. 16 Broadway, giving preference to the Mutual Bank for \$5,000 and to P. Delaney & Co., of Newburg, N. Y., for \$5,300.

The California Olive Oil Soap Company, of No. 27 Thames street, yesterday allowed judgment to be taken against it for \$4,716 in favor of Henry B. Slaven.

Schedules of Anson D. F. Randolph & Co., book publishers and sellers, of Nos. 91 and 93 Fifth avenue, show liabilities \$14,587, normal assets \$141,237, actual assets \$24,080.

Judgment for \$10,420 was entered yesterday against Thomas Halney, of No. 249 Lexington avenue, in favor of Stewart Brown & Sons.

Judgment for \$9,023 was entered yesterday against Walter Irving in favor of Percival R. Irving & Co.

Adrian T. Kleinman has been appointed receiver in supplementary proceedings for Thomas J. Hogan, liquor dealer, of No. 464 Grand street, on the application of John Sogal.

Mary E. Strong, liquor dealer, at No. 1813 Lexington avenue, confessed judgment yesterday in favor of Jacob Ruppert for \$1,207, and execution was issued to the sheriff.

## BANKS' TIGHT REINS FELT IN THE STREET.

Brokers Loath to Carry Large Lines of Stock for Clients.

A Liquidating Market, with the Bears Alone as Buyers.

SHARP DECLINE IN LACKAWANNA.

Even Sugar Stock Loses Two Per Cent in Spite of the Fact of Another Advance in the Price of the Refined Article.

Wall Street, Thursday, August 6. The tightening of the reins upon the money in the banks always has one certain effect. As long as brokers can obtain money on time they are willing to carry large lines of speculative stocks for clients. But when the money lenders withhold time loans, brokers are loath to take the risk of borrowing money on call, and liquidation of speculative stock follows. The immediate consequence of the stringency of time money noted yesterday was a liquidating market to-day. The bears were practically the only buyers to-day, while blocks of long stock were thrown overboard when even there appeared a demand for stocks. The bears covered their stocks easily. Loans were called freely, and several large interests in the market were forced to scurry for loans by the action of the banks and trust companies.

A number of unfortunate conditions stimulated selling, both here and abroad. The spread of rice troubles in the South and Southwest, the damage to the crops in the West Indies, and the fear that the Louisville New Albany & Chicago general, New Jersey Central general, Oregon Short Line union consols, t. r.; Southern Railway 5s, Toledo, St. Louis & Kansas City 4s, t. r.; Union Pacific, Gulf firsts, Wabash firsts, West Shore 4s, t. r.; Wisconsin Central firsts, t. r.; Atchafalpa, Kansas & Texas, Northern Pacific Reading and Erie Pacific issues. The most important net declines were in Atchafalpa, adjustment 4s, 2 per cent and general 4s, 1 per cent; Union Pacific, 1 per cent; Chicago & North Pacific firsts, t. r.; Chicago & Erie firsts, 1 per cent; Kansas & Texas 4s, 1 per cent; Louisville, New Albany & Chicago general, 1 per cent; Northern Pacific firsts, t. r.; Atchafalpa, 1 per cent; Wisconsin Central firsts, t. r.; Oregon Short Line union consols, t. r.; Reading common, 1 per cent; Southern Railway 5s, 1 per cent; Texas Pacific firsts, 1 per cent; Kansas & Texas, 1 per cent; Union Pacific, 1 per cent; Wabash firsts, 1 per cent; Wisconsin Central firsts, t. r.; 3 1/2 per cent.

Sales of United States bonds were as follows: \$10,000 4s, t. r., of 1907, at 106 1/2; 10,000 4s, t. r., of 1907, at 107; \$10,000 4s, t. r., of 1925, at 111 1/2; \$10,000 4s, t. r., of 1925, at 111 1/2.

Sales of silver bullion certificates for 20,000 ounces were made on the Stock Exchange at 68 1/2. Commercial price of bar silver in London, 31 5-16d.

The market for foreign exchange was steady in tone, rates for actual business closing as follows: Sterling, 4s. 4 1/2; demand 4s. 4 1/2; 60 days 4s. 4 1/2; 90 days 4s. 4 1/2; 120 days 4s. 4 1/2; 180 days 4s. 4 1/2; 240 days 4s. 4 1/2; 360 days 4s. 4 1/2; 420 days 4s. 4 1/2; 480 days 4s. 4 1/2; 540 days 4s. 4 1/2; 600 days 4s. 4 1/2; 660 days 4s. 4 1/2; 720 days 4s. 4 1/2; 780 days 4s. 4 1/2; 840 days 4s. 4 1/2; 900 days 4s. 4 1/2; 960 days 4s. 4 1/2; 1020 days 4s. 4 1/2; 1080 days 4s. 4 1/2; 1140 days 4s. 4 1/2; 1200 days 4s. 4 1/2; 1260 days 4s. 4 1/2; 1320 days 4s. 4 1/2; 1380 days 4s. 4 1/2; 1440 days 4s. 4 1/2; 1500 days 4s. 4 1/2; 1560 days 4s. 4 1/2; 1620 days 4s. 4 1/2; 1680 days 4s. 4 1/2; 1740 days 4s. 4 1/2; 1800 days 4s. 4 1/2; 1860 days 4s. 4 1/2; 1920 days 4s. 4 1/2; 1980 days 4s. 4 1/2; 2040 days 4s. 4 1/2; 2100 days 4s. 4 1/2; 2160 days 4s. 4 1/2; 2220 days 4s. 4 1/2; 2280 days 4s. 4 1/2; 2340 days 4s. 4 1/2; 2400 days 4s. 4 1/2; 2460 days 4s. 4 1/2; 2520 days 4s. 4 1/2; 2580 days 4s. 4 1/2; 2640 days 4s. 4 1/2; 2700 days 4s. 4 1/2; 2760 days 4s. 4 1/2; 2820 days 4s. 4 1/2; 2880 days 4s. 4 1/2; 2940 days 4s. 4 1/2; 3000 days 4s. 4 1/2; 3060 days 4s. 4 1/2; 3120 days 4s. 4 1/2; 3180 days 4s. 4 1/2; 3240 days 4s. 4 1/2; 3300 days 4s. 4 1/2; 3360 days 4s. 4 1/2; 3420 days 4s. 4 1/2; 3480 days 4s. 4 1/2; 3540 days 4s. 4 1/2; 3600 days 4s. 4 1/2; 3660 days 4s. 4 1/2; 3720 days 4s. 4 1/2; 3780 days 4s. 4 1/2; 3840 days 4s. 4 1/2; 3900 days 4s. 4 1/2; 3960 days 4s. 4 1/2; 4020 days 4s. 4 1/2; 4080 days 4s. 4 1/2; 4140 days 4s. 4 1/2; 4200 days 4s. 4 1/2; 4260 days 4s. 4 1/2; 4320 days 4s. 4 1/2; 4380 days 4s. 4 1/2; 4440 days 4s. 4 1/2; 4500 days 4s. 4 1/2; 4560 days 4s. 4 1/2; 4620 days 4s. 4 1/2; 4680 days 4s. 4 1/2; 4740 days 4s. 4 1/2; 4800 days 4s. 4 1/2; 4860 days 4s. 4 1/2; 4920 days 4s. 4 1/2; 4980 days 4s. 4 1/2; 5040 days 4s. 4 1/2; 5100 days 4s. 4 1/2; 5160 days 4s. 4 1/2; 5220 days 4s. 4 1/2; 5280 days 4s. 4 1/2; 5340 days 4s. 4 1/2; 5400 days 4s. 4 1/2; 5460 days 4s. 4 1/2; 5520 days 4s. 4 1/2; 5580 days 4s. 4 1/2; 5640 days 4s. 4 1/2; 5700 days 4s. 4 1/2; 5760 days 4s. 4 1/2; 5820 days 4s. 4 1/2; 5880 days 4s. 4 1/2; 5940 days 4s. 4 1/2; 6000 days 4s. 4 1/2; 6060 days 4s. 4 1/2; 6120 days 4s. 4 1/2; 6180 days 4s. 4 1/2; 6240 days 4s. 4 1/2; 6300 days 4s. 4 1/2; 6360 days 4s. 4 1/2; 6420 days 4s. 4 1/2; 6480 days 4s. 4 1/2; 6540 days 4s. 4 1/2; 6600 days 4s. 4 1/2; 6660 days 4s. 4 1/2; 6720 days 4s. 4 1/2; 6780 days 4s. 4 1/2; 6840 days 4s. 4 1/2; 6900 days 4s. 4 1/2; 6960 days 4s. 4 1/2; 7020 days 4s. 4 1/2; 7080 days 4s. 4 1/2; 7140 days 4s. 4 1/2; 7200 days 4s. 4 1/2; 7260 days 4s. 4 1/2; 7320 days 4s. 4 1/2; 7380 days 4s. 4 1/2; 7440 days 4s. 4 1/2; 7500 days 4s. 4 1/2; 7560 days 4s. 4 1/2; 7620 days 4s. 4 1/2; 7680 days 4s. 4 1/2; 7740 days 4s. 4 1/2; 7800 days 4s. 4 1/2; 7860 days 4s. 4 1/2; 7920 days 4s. 4 1/2; 7980 days 4s. 4 1/2; 8040 days 4s. 4 1/2; 8100 days 4s. 4 1/2; 8160 days 4s. 4 1/2; 8220 days 4s. 4 1/2; 8280 days 4s. 4 1/2; 8340 days 4s. 4 1/2; 8400 days 4s. 4 1/2; 8460 days 4s. 4 1/2; 8520 days 4s. 4 1/2; 8580 days 4s. 4 1/2; 8640 days 4s. 4 1/2; 8700 days 4s. 4 1/2; 8760 days 4s. 4 1/2; 8820 days 4s. 4 1/2; 8880 days 4s. 4 1/2; 8940 days 4s. 4 1/2; 9000 days 4s. 4 1/2; 9060 days 4s. 4 1/2; 9120 days 4s. 4 1/2; 9180 days 4s. 4 1/2; 9240 days 4s. 4 1/2; 9300 days 4s. 4 1/2; 9360 days 4s. 4 1/2; 9420 days 4s. 4 1/2; 9480 days 4s. 4 1/2; 9540 days 4s. 4 1/2; 9600 days 4s. 4 1/2; 9660 days 4s. 4 1/2; 9720 days 4s. 4 1/2; 9780 days 4s. 4 1/2; 9840 days 4s. 4 1/2; 9900 days 4s. 4 1/2; 9960 days 4s. 4 1/2; 10000 days 4s. 4 1/2.

Money on call, 1 1/2 per cent, closing at 2 per cent. Time money is 6 per cent for all dates, with practically no supply in the market. Commercial paper is selling at 6 per cent. The St. Paul & Duluth Railroad Company has declared a semi-annual dividend of 2 1/2 per cent on its preferred stock, payable September 1.

The St. Louis & San Francisco Railroad reports gross earnings for June of \$254,548, an increase of \$73,684 as compared with the same month of last year, and net \$104,888, an increase of \$10,514. For the six months ending June 30 the gross earnings were \$2,214,358, a decrease of \$89,902 as compared with the corresponding period of last year, and net \$624,535, a decrease of \$34,387.

The Mexican National Railroad reports gross earnings for June of \$382,770, an increase of \$42,623 as compared with the same month of last year, and net \$181,747, an increase of \$14,891. For the six months ending June 30 the gross earnings were \$2,214,358, a decrease of \$89,902 as compared with the corresponding period of last year, and net \$624,535, a decrease of \$34,387.

The Buffalo, Rochester & Pittsburgh Railroad Company reports for quarter ending June 30:

Gross earnings, \$826,411; net earnings, \$271,254; operating expenses, \$555,157; net income, \$126,097.

Net earnings, \$271,254; net income, \$126,097.

Other income, \$1,150; net income, \$127,247.

Totals, \$826,411; net earnings, \$271,254; operating expenses, \$555,157; net income, \$126,097.

Fixed charges, \$21,862; net income, \$105,385.

Surplus, \$11,852; net income, \$105,385.

Operating expenses, \$555,157; net income, \$126,097.

Cash on hand, \$61,053; profit and loss surplus, \$185,427.

The Union Railway Company of New York reports for the quarter ending June 30:

Gross earnings, \$139,920; net earnings, \$20,221.

Operating expenses, \$119,699; net income, \$20,221.

Other income, \$1,150; net income, \$21,371.

Totals, \$139,920; net earnings, \$20,221; operating expenses, \$119,699; net income, \$20,221.

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2 C. R. & Q. con. 5s.	107 1/2	107 1/2
10 C. R. & Q. 7s.	112 1/2	112 1/2
1 C. R. & N. 5s.	109 1/2	109 1/2
1 C. R. & N. 7s.	114	114
2 C. C. & C. 1. st.	104 1/2	104 1/2
1 C. C. & C. 2. st.	105 1/2	105 1/2
14 Chl. & Nor. Pac. int. l. r.	87	87 3/8
20 Chl. & Erie int.	103 1/2	103 1/2
1 C. R. & R. 5s.	108 1/2	108 1/2
5 Det. M. & M. Int.	35	35
1 East Tenn. 5s.	101	101
1 H. & St. J. c. n. 6s.	114	114
1 H. & St. J. c. n. 7s.	115	115
2 Iowa Central 1st.	89	89
8 Kansas & Texas 2s.	47 1/2	48 1/2
10 Kansas & Texas 3s.	48 1/2	49 1/2
11 Lucile Gas. 1st. Int.	88 1/2	88 1/2
1 Lex. Ave. & P. F. Int.	113	113
10 L. & N. W. con. 5s.	111 1/2	111 1/2
10 L. & N. W. gen. 4s.	69 1/2	70
1 Long Island	91	91
1 L. N. & C. con.	91	91
1 L. N. & C. gen.	95	95
1 Louisville & Cincinnati	88 1/2	88 1/2
2 Mobile & Ohio gen.	68	68
2 Mil. & L. S. ex. 6s.	108 1/2	108 1/2
10 Nor. Pac. 1st.	87 1/2	87 1/2
13 Nor. Pac. 3d. c. t. r. as.	91	91 1/2
120 Nor. Pac. con. 6s. t. r. as.	82 1/2	82 1/2
10 Nor. Pac. 4th. c. t. r. as.	82 1/2	82 1/2